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MEMORANDUM FOR RECORD

SUBJECT: MINUTES OF THE TMDE LIFE CYCLE SUPPORT CONFERENCE
LOCATION: Wyndham Hotel @ Emerald Plaza
DATES: 6-9 August 2001

Hosts: Mr. Ed Chergoski, NAVSEA 04L52 Readiness Branch Head
                 Mr. Joe Dressel, NAVSEA 04M

Attendees: TMDE ISEA Core Team Members
                Fleet Representatives
                Program Support Activity Representatives
                SYSCOM Representatives
                Test Equipment Vendors
                Senior Host Activity Managers

Enclosures: (1) TMDE LCSC Action Items
                (2) METCAL Managers Meeting Agenda
                (3) TMDE Lab Managers Meeting Action Items
                (4) Attendance List

DAY 1 - 7 August 2001:

1. The Navy's Test, Measurement, and Diagnostic Equipment (TMDE) program held its third annual TMDE Life Cycle Support Conference (LCSC) in San Diego, CA at the Wyndham Hotel 2nd floor conference rooms during the period 7-9 August 2001.

2. Day 1 featured the METCAL Managers Meeting. This meeting convened at their assigned venue the morning of 7 August 2001 and all day on 8 August 2001. The Lab Managers Meeting was set up by Mr. Michael O'Brien of Puget Sound Naval Shipyard.

3. Day 1 also featured a Test Equipment Vendor Show. This year's Vendor show was a one-day event attended by approximately 14 Vendors. Vendor Show doors opened to all attendees at 0900 on 7 August 2001. Mr. Ed Chergoski, NAVSEA 04L52 Readiness Branch Head welcomed all attendees. Mr. Chergoski stated that all briefs would be posted on the Naval Research Laboratory (NRL) WEB site at http://gpete-www.itd.nrl.navy.mil.

Day 2 - 8 August 2001:

1. Day 2 kicked off the TMDE Life Cycle Support Conference at 0800. Welcoming and opening remarks were given by Messrs. Ed. Chergoski and Joe Dressel, immediately followed by Fleet opening remarks by Mr. Jim Waller (CINCLANTFLT) and the introduction of TYCOMs. Mr. Waller stressed cooperation and teamwork and that Admiral Carnevale is observing our combined efforts to move the program forward. Mr. Waller stated that it was the Fleet's position to consolidate NAVSEAINSTs 4734.1A and 9082.1A into a single document. This was captured as an action item. Mr. Waller also discussed the following items in terms of goals and objectives to be reached:

*   The need to replace aging Test Equipment in the Fleet
*   Reducing Fleet support costs

- Working together as a team to force improvements
- Cost savings through consolidation
- Reduced manning ships per DD-21 would drive changes (i.e., putting maintenance ashore) and therefore we must support those changes
- One fleet support lab
- Single process
- One training track
- Longer calibration intervals

2. Mr. Chergoski (NAVSEA 04L52) presented a Branch pitch that highlighted the NAVSEA 04L52 organization, branch responsibilities, the TMDE Acquisition program and ISEA virtual team. He also highlighted worldwide TMDE distribution and activities with slides and posters for those in the audience to view. The total OPN procurement budget over the FYDP was presented and summarized by the program's 7 sponsors.

3. Mr. Gair Brown (NAVSEA Dahlgren) presented a well-received briefing on Fiber Optics. He stressed that Fiber has no program office home, which complicates logistics support. He indicated that GPETE is inherently linked to fiber type (e.g. multimode or single mode). Currently, there are in excess of 100 Navy systems/variants utilizing Fiber. GPETE and fiber optic support equipment AEL requirements have been in development and are to be provided to NAVICP by 30 August 2001. There will be AELs for all fiber support equipment. GPETE will remain on the SPETERL. Mr. Brown covered the basic ship class allowances for fiber GPETE. On a related note, he also indicated that CNET has a Blanket Purchase Agreement (BPA) for fiber optic training. New fiber issues include evaluating the need for both the OTDR and mini-OTDR, and the potential to collapse the two SCATs into one SCAT. Also, Jane Heldreth will get Mr. Brown information on distance support WEB site and Mr. Chergoski will work with Mr. Brown to get him in contact with damage control people regarding the fiber optic damage control kits. There were a number of actions and discussions that ensued following Mr. Brown's presentation. Mr. Brown agreed to work closely with Ms. Saunders on identifying F/O training requirements. Mr. Brown will also get back to Mr. Rick Diver on USC-153 support requirements. The actions from Mr. Brown's briefing are contained in enclosure (1).

4. Mr. Gurholt (CNAP N436) presented a briefing on using OMMS-NG (N436 combat systems and 2M program) to manage onboard inventories for TMDE. Mr. Gurholt has taken the initiative to fully immerse his ships into OMMS-NG and is attempting to fully utilize this application in an attempt to use a single management system for Test Equipment. He also briefed on the establishment and use of CS65TE work center for all Test Equipment on his ships. He will use CSMP (D-30) as his periodicity function and make 2Ks mandatory to get work done. In other words, no 2K-No Calibration. He stressed the lack of metrics for test equipment. He also discussed inconsistencies between SCLSIS and MEASURE. He is also concerned that no one has come to him on the fact that MEASURE 21 and NDE do not appear to be integrated. He intends to focus mainly on the NDE environment. Mr. Chergoski indicated that he is trying to automate Mr. Gurholt's initiative with his AIT initiative. Mr. Gurholt stated that he needs one automated system rather than three or more systems. Mr. Gurholt stated that his system does not circumvent MEASURE. Mr. Chergoski stated that he would set up a meeting with the TYCOMs to flush out business rules for managing CDMD-OA. Mr. Gurholt's briefing was well received and there was much discussion and questions.

5. Mr. Chergoski (NAVSEA 04L52) presented a TMDE program brief wherein he reported out on TMDE program obstacles/impacts, the program's 12-step process for TMDE program improvement, the standardization POA&M status, calibration support status, and requested Fleet assistance with respect to identifying other opportunities wherein the program would save from standardization efforts. He also reiterated process benefits from reduction in calibration, maintenance and repair costs, transportation costs, training and sailor man-hour reductions; complementing Mr. Waller's opening remarks. Mr. Gardner asked if NAVSEA reviewed PSD sheets. The answer was affirmative.

6. Mr. Ken Pearson (PHD Code 5E20) presented a briefing on the TMDE WEB site. A question was asked about what happens when sailors get transferred. The response was that PHD must refresh the account and that accounts are routinely purged out of the system after about 6 months. There was also interest in getting a bulletin out to sailors so they can be educated in WEB use. PHD will do this.

7. Mr. Kevin Williams (BAE Systems) and NAWC St Inigoes presented a brief on Automatic Identification Technology (AIT) and serial number tracking as an enabler to reduce total ownership costs. He briefed AIT advantages, proven benefits, real savings and modern COTS technology. SAMS today and the future was also briefed. A SAMS demonstration was also provided so the audience could see the menu features. The program will utilize this technology to relate back to OMMS-NG and consequently into CDMD-OA with a possible prototype on a West Coast carrier.

8. Mr. Lupi (NSWC Det. Earle) presented a briefing on Class Allowancing. Initial indications based on Det. Earle's review of the DDG-51 class allowance drivers show that 30% of GPETE on board is driven by technical manual requirements and dedicated use requirements. It is estimated that by reducing technical manual requirements, sharing of test equipment and the establishment of Regional Loan Pools (RLP) GPETE can be reduced from (310) pieces to (265) pieces. Additional areas for reduction are being reviewed. Mr. Waller asked how Mr. Lupi's conclusions slide relates to CALMER. Mr. Lupi's response was that Det. Earle would use data from the CALMER process to corroborate the reductions made in the class allowance process for DDG-51 class ships. Det. Earle is working very closely with TYCOM representatives from SURFPAC, SURFLANT and NAVSEA for allowance optimization of the DDG-51 class ships. Mr. Waller stressed that he wants to spend NAVSEA funds on things that work and the challenge is to write this into the NAVSEA budget. PAC would like to be able to tell ships to remove excess test equipment today. Mr. Chergoski stated that his team would move through the classes of ships to remove excesses and will focus on establishing total ship measurement footprints. NAVSEA will disseminate results from Class Allowancing upon completion.

9. Ms. Saunders (NAVSEA CDSA Dam Neck) presented a briefing on Shipyard Allowancing. This brief detailed a proposal to resolve a total inventory issue at the Naval Shipyards as tasked from the Fleet Maintenance Executive Steering committee. The proposal outlined a brief process that relates to allowancing to workload rather than to the prime systems as is done aboard ships. To enact a single process identifier for both electronic and mechanical equipment, a generic category assignment is to be made for each calibrateable item within a shipyard inventory. Category allowance levels will be established at the shipyard level while the individual work center allowance levels in regards to both active and inactive equipments would be established by Shipyard personnel. At the time of the brief, three of the four shipyards have been briefed to the corporate initiative. A briefing at Pearl Harbor and a business process meeting are scheduled within the fourth quarter. NAVSEA will be updating all parties on status as an ongoing requirement.

10. Mr. Chergoski (NAVSEA 04L52) presented a briefing on Procurement Plans. NAVSEA will keep TYCOMs informed on what it's costing them to maintain their equipment and show some ROI. Mr. Diver pointed out that his required delivery dates (RDDs) for test equipment are representative of when he needs the test equipment. The fleet representatives bought off on the plan in substance. In addition, Mr. Chergoski and Ms. Heldreth met with the TYCOMs at an evening splinter meeting on 7 August to discuss funding and procurement planning. Reliability and Maintainability (R&M) data tables were presented and discussed in terms of summary costs for all models sent to labs during the period 1997-2000. The TYCOMs asked NAVSEA to provide them with periodic R&M data to facilitate evaluating calibration and maintenance cost increases.

11. Mr. Makieil (Seal Beach) presented a briefing on the TMDE Program at Seal Beach. He covered his organization, role, technology and support focus, process focus in terms of standard model substitution and assignments, and standardization status. Actions from Mr. Makieil's briefing appear at enclosure (1).

12. Mr. Mullin (NAVICP-M) presented briefings on procurement process, sales and E-portal E-Business. Mr. Diver asked where the FY-02 requirements fit in to the procurement process. Mr. Mullin responded that the FY-02 requirements should go to NAVICP October 2001. Mr. Mullin stated that NAVICP is transforming the current processes into E-business. Mr. Cook of TestMart briefed E-portal. It was stated in general terms that we need to make sure SCAT Codes and model numbers match when integrated into E-portal. There will be future meetings to discuss on-line purchasing business rules.

Day 2 of the conference adjourned at 1650.

Day 3 - 9 August 2001:

1. Ms. Jane Heldreth (NAVSEA 04L523) presented a briefing on Total Asset Visibility and a RAM briefing. Ms. Heldreth will get clarification to the questions asked relative to the RAM briefing since this briefing was presented to show it's relationship to TAV but the person giving it was unable to attend. It was stated that the Suffolk warehouse address should be deleted since Suffolk is now closed. A question was asked as to how NAVSEA would get data into the RAM database. Ms. Heldreth stated it would be done through NAVICP in cooperation with ILO. Actions from Ms. Heldreth's briefing appear at enclosure (1).

2. Ms. Kathy Ingenhousz (NWAS Corona MS-42) presented a briefing on Standards and Procurement of New Items (Laboratory Plans). Mr. Diver wants NWAS to keep the TYCOMs informed on standards buy list and procurements that impact the Fleet. The TYCOMs would also like to see the standards buy list. Ms. Ingenhousz stated she would lay out an annual process on standards procurement and send to all concerned. A question was asked as to how can one determine the status on requisitions. Mr. Chergoski stated that NAVSEA will take an action to disseminate periodic status report on requisitions and post on the WEB site. A question was asked as to how the program is interfacing with the NAVAIR community. NWAS will coordinate NAVAIR/NAVSEA equipment on the buy list. Mr. Diver suggested that NAVAIR may be using similar standards that could lead to similar ICPs. Ms. Ingenhousz stated that a process would be developed by NWAS to coordinate these issues. Mr. Diver asked if NAVSEA has reconfigurable workstations. Ms. Ingenhousz answered in the affirmative. Mr. Diver asked what we are doing to automate our ability to develop Calibration procedures and are we asking vendors to provide procedures. Ms. Ingenhousz responded that we have no automation to developing CAL procedures at the moment and are not asking vendors to provide them. This was taken as an action and appears at enclosure (1).

3. . Ms. Kathy Saunders (NAVSEA CDSA Dam Neck) presented a briefing on Training. She briefed on a NAVSEA 04L52 tasker to develop an allowancing process for Navy schoolhouses, provided a training logistics update relative to challenges and issues, a status of mechanical calibration training for surface electronics technicians, the current training platform for ET "A" school and for AT "A" school and actions, issues and challenges associated with replacing IMs with ETs.   A question as to what instruction is relative to test equipment support logistics and Ms. Saunders indicated that the CNET Instruction 1543.4D applied. Ms. Saunders stated she is working with Karl Capp at NAVSEALOGCEN on identifying test equipment for training activities through CDMD-OA. . It was asked why data from CDMD-OA was used as a reference rather than TERAP files from the Technical Calibration Representatives. Ms. Saunders responded that attempts to gather that information had failed and with the resumption of site validation by NAVSEA the most current data could be used for both prime systems as well as the test equipment quantities.   Gary Gurholt, AIRPAC asked if SPETERLs were going to be generated for Navy schoolhouses and the response was yes. AIRPAC expressed the need for mirroring schoolhouse test equipment with what the Fleet is using. Roy Masuko asked when will he see replacements for IMs on Tenders. This was taken as an action item. Ms. Saunders actions appear at enclosure (1).

4. Mr. Yep (NSWC Concord) presented a briefing on Navy Standard Gas Program/Navy Oxygen Standard Cells Program.

5. Mr. Chergoski (NAVSEA 04L52) presented a briefing on Unsupported Test Equipment.

6. The Conference ended at approximately 1300 on 9 August 2001 with closing remarks by NAVSEA and the TYCOM representatives. Immediately following closing remarks, Mr. Chergoski went through the action items with all attendees and the actions were solidified and documented at enclosure (1) to the minutes.